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COUNTRY East Germany REPORT

TOPIC Cottbus Airfield

EVALUATION [REDACTED] PLACE OBTAINED [REDACTED]

DATE OF CONTENT [REDACTED]

DATE OBTAINED [REDACTED] DATE PREPARED 24 April 1953

REFERENCES _____

PAGES 2 ENCLOSURES (NO. & TYPE) _____

REMARKS _____

1. Air activity observed at Cottbus airfield from 10 to 18 March 1953 included:

10 March. Yak-11s practiced take-offs and landings. Only a few Yak-18s were observed flying. At 1 p.m., a Li-2 landed at the field, while the vapor trail of a flying plane was seen.

11 March. Local training flights with Yak-11s were made. Il-28, which had not taken off or landed at the field, were repeatedly seen over the town.

15 March. From 4 to 5 p.m., MiG-15s made local training flights.

18 March. Yak-11s and MiG-15s continuously practiced flying.

2. From 2:45 p.m. to 4 p.m. on 10 March, there was flying by single-engine planes. The individual planes took off at intervals of 10 to 15 minutes, climbed to an altitude of about 1,500 meters, flew a curve over the town and then landed again. After landing, the pilot left the plane and proceeded to a radio truck. A twin-engine plane [REDACTED] landed at the field. On 17 March, local training flights were made as on 10 March.

[REDACTED] At 10:30 a.m. on 19 March, flying was observed. Some of the planes involved had their landing gears retracted.

3. At 7 p.m. on 14 March, a weather reconnaissance plane took off. After 8 a.m., Yak-11s and a few Yak-18s flew circles over the field. Some low-level flights were also observed.

4. At about 3 p.m. on 16 March, a sizeable number of Yak-11s, a Li-2 and a disassembled MiG-15 were seen at the field. Single-engine low-wing monoplanes were observed in some open hangars. Yak-11s, with extended landing gears made local training flights. [REDACTED]

[REDACTED] On 18 March, 10 to 15 Yak-11s were observed flying. Another 5 Yak-11s and a Li-2 were parked at the field. Six men were working on 1 MiG-15 at the field. From 50 to 60 old and about 40 new aircraft crates were observed in the northeast section of the installation. About 15 Yak-11s were observed making local training

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flights on 25 March. A total of 21 Yak-11s and a Li-2 were observed at the field on 30 March. Single-engine low-wing monoplanes were seen in open hangars.

5. Fuel shipments arriving at the installation between 16 and 27 March included:

18 March. One railroad tank car loaded with 630 hl.

22 March. Three railroad tank cars loaded with 200, 200 and 220 hl respectively. The tank cars arrived from Frankfurt/Oder.

25 March. Three railroad tank cars loaded with 180, 200 and 298 hl respectively, from Boehlen.

27 March. A railroad tank car was dispatched to Leipzig-Flagwitz and 3 to Leipzig-Thueringer Bahnhof. [] these tank cars arrived during the night from 26 to 27 March and were unloaded immediately.

On 28 March, seven aircraft crates arrived.

Comment. [] the assumption was voiced that VPL pilots were now being trained with Yak-11 aircraft. []

[] Since both Yak-18s and Yak-11s aircraft conduct flying at the field, the statements on the new type of aircraft []

[] appear credible. It was previously reported that []

some of the newly furnished Yak-11s were observed at Kamenz. []

[] The MiG-15s occasionally observed in Cottbus are probably used by Soviet instructors for training flights. The arrival at Cottbus of seven more aircraft crates is reported for the first time.

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